

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:32 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 319 Const Calendar Day: 535 Date: 21-Nov-2013 Thursday

Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Work description.

Inspector: Victor Altamirano (10 hours total)
Date: 112113
Location: West of OTD building test area
Weather: Cloudy / 51 deg.

Field Work –

Workers applied grease to the inside of the grommet where grommet sits on the diaphragm for test rig 5. Workers installed test rod into coupler and I verified the correct engagement of 4.” They started installing jacking rod by about 8:30am and then around 9, workers began installing end plate at jacking end into test rig. After the jacking rod was installed and end plate secured, they installed neoprene to support the coupler inside the test rig using a small amount of grease to help slide neoprene under the coupler. Note that I measured about 2” of cylindrical sleeve stick-out in the dry chamber per plan.

Laborers spent some of today pumping the water that flooded some of the test rig area and pumped it into a nearby drain.

An operator brought 12-by timber supports to help VGO elevate the boxes of wire run. Later the operator used a forklift instead of the extendable to do the same operation with the timbers. VGO was working on the wires for the strain gages in the afternoon.

Certified Coating applied zinc 22 to spherical washer for dead end side of test rig only.

A iron worker was torching off lugs from the jacking end in order to accommodate the larger jacks. Rather than using the 150 ton jacks, the Department will use the 300 ton jacks given that the 150 ton jacks were shipped out. Another iron worker was prepping touchup paint to apply on test rigs and galvanized seal bolt.

ABF engineer: K. Chen (7 hours regular time)

Office Work -

I finalized diaries.

Equipment -

5 radio for 26 regular hours and 4 OT hours.

1 Kubota for 10 regular hour.

1 grinder for 1 regular hour.

1 gas cutting torch for 1 regular hour.

Extendable forklift for 2 regular hours.

Hyster 80 forklift for 1 regular hour.



Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name: Altamirano, Victor Diary #: 319 Date: 21-Nov-2013 Thursday

20' K-rail (27 k-rails were being rented for the Department)
 10' k-rail (7 k-rails were being rented for the Department)
 Ten (10) total 12"x12" crane mats that were 5'x16' each.
 Four (4) total 12"x12" crane mats that were 5'x7' each.

CCO-314 Bid Item: 001 0-RRR-EFA.314 E2 Remove, Replace & Test Rods

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Operator	APP	IAN WELLS	1.00	0.00	0.00	1.00		<input type="checkbox"/>
Operator	OTH	NICOLAUS SHAFER	2.00	0.00	0.00	2.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	IGNACIO GARCIA	2.00	0.00	0.00	2.00		<input type="checkbox"/>
Semi-Skilled Laborer	JNM	CARLOS GARCIA	5.00	0.00	0.00	5.00		<input type="checkbox"/>
Ironworker	APP	ROBERT MARTELL	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	BARRY ROTHMAN	8.00	2.00	0.00	10.00		<input type="checkbox"/>

Attachment



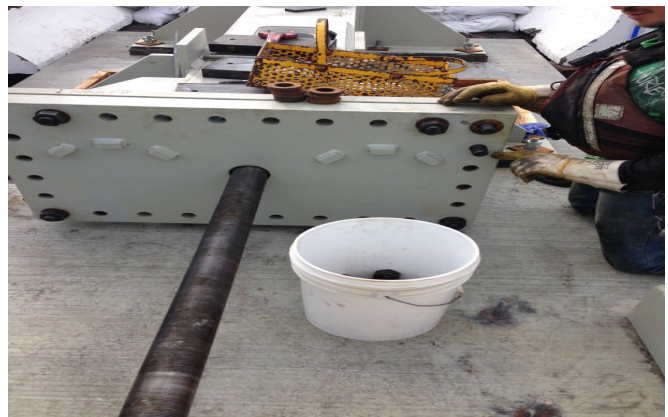
End plate gouged about 1/8" with torch.



Installing Jacking and Test Rod # 5 into test rig.



Worker torching off lugs on test rig 5.



Securing end plate at Jacking end of test rig.

Daily Diary Report by Bid Item

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Neoprene strips used to support coupler.



Snug tight then fully tension each bolt at end plate for TR 5.



Caulking applied between backing bar and built up section in the wet chamber.



Carbogard 890 paint used for touchup for wet chamber surfaces.



Grease used to apply to grommet.